

THIRTY DOLLARS  
PER ANNUM.

# Mails.







HONGKONG CRICKET FESTIVAL 1901.

We are informed by the Committee of the Hongkong Cricket Club that the Straits have accepted a challenge from the Club to visit the Colony in November next. Shanghai have also practically decided to come, bringing with them two members who will represent them at tennis. The dates fixed for the Interport Cricket week are 11th Nov. to 16th November, but these have not yet been confirmed by the Straits and Shanghai. The Straits have also sent an invitation inviting Hongkong to send a team to Singapore at Chinese New Year 1902, this challenge does not apply to Hongkong only but to China generally. The matter is now under consideration.

WISE AND OTHERWISE.

I do not want to pose as a Scandal in purveyor of scandal, Mr. Editor, High Life, but there has been a quarrel between a loving couple at the Naval Yard which should, I think, be brought to public notice. What it is all about I don't know, but at all events, the couple have separated, and the last time I saw the gentleman he showed signs of having been up all night, was tied into a vehicle and had a nasty cut over his left eyebrow. And the worst of it all, I hear that Commodore Powell is at the bottom of it, and it is he that has thus broken up a happy home, and for all I know, brought desolation upon two loving hearts. It is really scandalous that an officer of his standing, and a married man too, should be mixed up in affairs of this sort. I don't like mentioning names, but as I have been obliged to drag the Commodore into it I may as well say that the hero and heroine of the separation are those figures, Queen Charlotte and Victor Emanuel, at whose marriage the Commodore officiated not so very long ago. I always expected no good would come of the Commodore's matchmaking, for I had always looked upon Queen Charlotte and Victor Emanuel as a very wooden couple, even though they were figures of wax. Then too, the lady's long residence at the Peak had made her a trifle haughty. She always carried her nose in the air. Perhaps after my plain speaking the Commodore will do his best to bring them together again. At any rate he might tell a carpenter to pull up Victor's cracked eyebrow.

How strange it is, Mr. Editor, that Government Idiosyncrasies, Officials never call things by the same names as used by the public. If you remember, Mr. Brown, the Analyst, calls the horrid concoctions sold in our low class pubs, good wholesome spirit. Mr. Harrigan calls it "rougout," or some such euphemistic term. Then too, what the papers called-seavage in the blocked P. & O. drain some time ago, Mr. Bowdler, the Reclamation man, called sand. And now Mr. May is trying to teach us a new name for filth. Really, I think I shall have to set to work on a Dictionary of the Government Language.

Now that the City Hall is Their Annual undergoing its yearly overhaul, Holiday, the natural history specimens from the Museum are having high old times. This morning I saw quite a lot of them perched along the balustrade of the verandah and basking in the sun. There were a couple of bears, a cow, a few deer, a seal and several other animals. They had a somewhat morose and dejected look, it is true, but the sunshine seemed to be brightening them up a bit and they were evidently much benefited by the fresh air. What a pity it is that these deformed travesties upon nature cannot be pensioned off altogether and newer and better mounted specimens obtained in their place. They are a very many looking lot and time does not seem to improve them.

I see that since the return of Doing Things Commander Ramsey, a new method of signalling transports has been adopted. Before, they were signalled by the hoisting of the red ensign at the masthead, and one was always being taken in by it and imagining a mail was signalled. Now the blue ensign is hoisted at the quarter-yard-arm, a much better method, as it shows from which direction the vessel is coming and avoids confusion with mail signals.

A yarn was told me this week, that I am pretty sure is like most yarns untrue, it was to the effect that a very steady individual turned up at Kennedy Town Hospital and said he was suffering from plague. He was evidently suffering, but plague being the cause was doubted. On being closely questioned the fact was elicited that he had been informed that patients had unlimited whisky, with ice put on their heads. If this were true and they would add a pint of stout for tiffin he was prepared to give them a fair trial. I can hardly credit this story but I hear that the applicant was quite serious and was ultimately fired, on it being found out that he was living without working on the prayer reclamation.

HONGKONG SHARE MARKET.

HONGKONG, Friday, July 12th. Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—The volume of business transacted during the week has been of a very limited nature and with the exception of a rise in Hongkong and Shanghai Banks, rates remain much the same as last reported. The Hongkong Land Investment and Agency Company, Limited, has declared an Interim Dividend of Six Dollars per share payable on the 27th July. The transfer books will be closed from the 22nd to the 27th instant, both days inclusive. The West Point Buildings Company, Limited, has declared an Interim Dividend of one dollar and fifty cents per share payable on the 27th July. The transfer books will be closed from the 22nd to the 27th instant, inclusive. Banks—Hongkong and Shanghai Banks have continued to advance and transactions have taken place at 393, 397 and 400 per cent. premium. The London rate is 162. Nationals have buyers at 528. Marine Insurances—Are practically neglected at present and most stocks are procurable at quotations. Fire Insurances—Both Hongkong and China Firms are weak and can be obtained at \$350 and \$38 respectively. Shipping—Hongkong, Canton and Macao Steamboats have been bought at \$32 and \$36 and have further enquiries at the latter price. Indo-Chinas have been booked at \$15 and \$16. Douglas Steamships are dull at \$56. China and Manilas keep steady at \$53 for the old and \$52 for the new issue. Star Ferries, old, have been placed at \$24 and the new shares are wanted at \$20. Refineries—Both stocks under this heading are out of favour. China Sugars are offering at \$144 and Luzons at \$36. Mining—Punions have been sold at \$53 and more are obtainable. Kaobs have ruled firmer and after sales at \$11, \$12 and \$13 are quoted at \$13.

Lebanon are in the market at \$44. Queen Mines have changed hands to a considerable extent at 5 cents. Olives are unaltered. Docks, Wharves and Godowns—Hongkong and Whampoa Docks have slightly recovered and shares have been fixed at \$307, the market closing with sellers at \$310. Kowloon Wharves have weakened and are offering at \$103. New Amoy Docks are enquired for at \$53. Lands, Hotels and Building—Hongkong Lands are easier and can be had at \$200. Kowloon Lands are on offer at \$30. West Points have been purchased at \$54. Hongkong Hotels have been negotiated at \$130 and close with further buyers. There is no change in Hamphrey's Estate or China Brokers. Cotton Mills—Hongkong Cottons have been disposed of at \$10 and more shares are wanted at \$10. Cigar Companies—No transactions have come under our notice. Miscellaneous—Green Island Cements have been dealt in at \$10 and close in demand. A. S. Watsons have found buyers at \$16. Electrics can be sold at \$12 and \$13 for the old and new shares respectively, the dividend paid on the 8th instant. Ices have been done at \$18.43. Ropes have been purchased at \$17.3, China Borneos have changed hands at \$35 and \$38. Tramways are in strong request but no shares appear to be obtainable even at \$250.

RETURN OF THE JUBALAND EXPEDITION.

INTERESTING DETAILS.

The Government hired transport *Nevada*, which has brought back the force sent from India for the Jubaland Expedition, entered the Prince's Dock on the 21st ult. with the following officers on board:—Colonel Lech, Captain Mead, Lieut. Bridges, Lieut. Hunter, Lieut. Holmes, Lieut. Robertson-Glasgow, Lieut. Robinson, Captain King, Lieut. Anthony, Lieut. Chatterton, Lieut. Heyland, Staff Sergeant-Rees, Sergeant White and Mr. Stewart. The punitive force, which left Bombay on the 5th January last, consisted of one wing of the 16th Bombay Infantry from Poona, one section of Native Mountain Battery from Abbottabad and No. 46 Native Field Hospital. On arrival at Kismayu they were met by four Companies of Somalis known as the South African Rifles, and a Camel Corps from Aden. There was also a body of Swahili porters, armed with Martini-Henry rifles captured from the Boers and which came from Cape Colony. These men carried their ammunition in bandoliers. For purposes of transit 300 baggage camels were sent from Aden, 160 Somali camels were raised in Kismayu and a large number of donkeys was supplied from Lamu. The coolies who were employed were of several breeds—Sohili, Wakamba and Waki Kuyu and each had to carry a gross weight of 60 lbs. The contingent sent from India arrived at Kismayu on the 12th January and the whole force, known as the Jubaland Punitive Expeditionary Force, soon after was placed under the command of Colonel Turner, the Sub-Commissioner who had arrived from Mombassa. The object of the expedition, it may here be mentioned, was to avenge the murder of Mr. Jenner, the Sub-Commissioner of Jubaland, who while touring in the country in 1900, was put to death together with his escort by the Ogaden Somalis. Operations did not at once begin, but after a wait in camp at Kismayu for some days, which were profitably spent in perfecting arrangements for the advance into the interior along a tract which is thick with bushes, the main body, consisting of three hundred men, proceeded right up to a place known as Somasa which is beyond the capital, Afmudu, the residence of the Ahmed Muggan, the Chieftain of the Ogaden Somalis. Meanwhile the line of communication was established at Gobwen, eleven miles from Kismayu and Yonte, eleven miles off Gobwen. Another armed force was stationed at Afmudu.

The Somalis are tall, slim men, very quick and agile and not wanting in pluck. They are armed with spears and knives, several specimens of which were with the officers on board. Their mode of attack is in couples, that is, one shows fight before his adversary while the other attacks from behind. Referring to the tragic death of Colonel Maitland, I. M. S., who was in medical charge of the force, the officer was good enough to explain the circumstances. When the force reached Somasa, Captain Gordon, who was in command of the Aden Camel Corps, while reconnoitring captured several heads of cattle, after which the force retired to the advance base to pitch camp for the night. Some of the carriers were out in the jungle cutting wood, and part of the force was engaged in constructing a "boma" (cereal) when the camp was suddenly rushed by the Somalis, who were quick to attack the weakest point, where the hospital was situated. Colonel Maitland was in his tent, and on hearing a cry came out in his shirt sleeves, unarmed, to see what it was all about, when he was set upon by some Somalis who stabbed him fatally in the back. Dr. Mann, of the East African Rifles, who was also present, was attacked at this time, had a narrow escape. In the engagement at Somasa the enemy lost from 400 to 450 killed and the British 19 killed and 21 wounded. No doubt the losses on the other side would have been even greater but for the country being so thick with bushes that in places it was hardly possible to see twenty yards ahead. In fact, to admit of the troops advancing these bushes had to be cut away along the line of march. These bushes afforded excellent hiding places for the enemy, who took advantage of them, and watched the movements of the British. It was precisely under such conditions that the *boma*, or zereba, in which Colonel Maitland was, was raided, the enemy suddenly jumping over one side and rushing out at the other end. After the engagement at Somasa Ahmed Muggan came in from Afmudu and suggested, who was a simple white garment around his body and over his head and remains barefooted. He is kept a prisoner in confinement in Kismayu until such time as he satisfies the levy of five thousand head of cattle. Up to the time the Indian contingent left (12th ult.) only seventy-nine heads of cattle were brought in. Although the expedition is over as far as the Indian contingent is concerned, the East African Rifles are garrisoning the principal places in Jubaland which are frequented by the Ogadens, to prevent the latter getting supplies or watering their cattle.

The officers of the contingent suffered somewhat from the heat, but otherwise kept excellent health. The men, despite the hard work they had to do, were generally well, the casualties amongst them from disease up to date being only six. In Kismayu, before the contingent left, much rain fell, and the climate since was most pleasant, cooler, it was remarked with some emphasis, than it could ever be in Bombay. The Jubaland river, which is at the mouth of Kismayu, supplies excellent water but it abounds in crocodiles, and water carriers have to be wary about them. As it was, the contingent lost three men who were devoured by crocodiles, and the Camel Corps lost two similarly. Inland a good deal of hardship was experienced for want of a sufficient supply of water. Swamps are plentiful and help to breed a standing evil in the country known as the tsetse fly. It is very like an ordinary fly but otherwise is described as having crossed

wings and yellow stripes. They are supposed to be quite silent, during the night, but at other times their powers of suction in drawing blood from man or beast are great. These pests are found in swamps and damp places and among thick trees. The mules died in very large numbers in a swampy district near Lake Harding, forty miles from Kismayu, while the troops were on their onward march of 160 miles into the interior. The animals suffered from what is known as African horse sickness. The symptoms are these. The poor beast gets sleepy, and enormous swellings show themselves over the head, neck and eyes, and down the neck and chest. The membranes of the eyes are very often so inflamed that they project. The duration of the illness is about 36 hours, during which time the animal apparently suffers no pain, but about ten or fifteen minutes before death he gets violent gripping pains, which cause him to throw himself about so desperately as to knock pieces of skin off his face and body. Post-mortems showed that there was an accumulation of a lot of fluid in the intermuscular tissue. A Vet, who has been a resident of the country for sometime, attributes these symptoms to African horse sickness. The mortality among the camels was very great, while the force also lost a number of valuable horses.—*Advocate of India.*

PROPORTION OF MEN TO WOMEN IN DIFFERENT LANDS.

The estimated population of the earth is 1,500 millions, of whom a little more than half have been actually counted, says the *Staats-Zeitung* (New York). For 1,283 millions, or 88 per cent. of the whole, the sexes have been distinguished in the enumeration and estimation, with the following result:— "Europe, with a population of 334 millions, has a female excess of 3 1/2 millions; but the males are in excess in all the other continents. The excess of males is, in Asia, 16 millions in a population of 815 millions, in Africa more than a million in a population of 27 millions, in America more than a million in a population of 102 millions, in Australia half a million in a population of 4 millions. In the whole 1,283 millions, the net excess of males amounts to 15 1/2 millions, or more than one per cent. Even in Europe there are large districts in which the males outnumber the females. These districts comprise Italy, Greece, Rumania, Bulgaria, Serbia, Bosnia, and Herzegovina, and the country of the Don Cossacks—all in Southeastern Europe—in addition to the little German principality of Liechtenstein; and their aggregate excess of males amounts to half a million. In Portugal, Sweden, Norway, Russian Poland, and Great Britain, there are, on the other hand, 106 females for every 100 males. Germany has 104 females to 100 males, and the female excess in Hungary, Russia, France, and Belgium is comparatively small. Nor are males in excess in every non-European country. [Nicaragua, for example, has a great excess of females, and as its population consists largely of Indians and half-breeds, we see that female excess is not a peculiarity of the white race. Among the adult negroes of the Transvaal, too, there are many more women than men. The most peculiar ratios are shown by Hongkong and Hawaii. Hawaii has only 533 women, Hongkong only 409, for each 1,000 men.] The general conclusion would seem to be that women are more social creatures than men, for they are most among sparse populations. Pastoral tribes and those that live by the chase show a large excess of males. So do agricultural countries, while in manufacturing countries females predominate. Laws, especially of real estate, inheritance, and marriage have an influence. Climate seems not to be without effect, for in general females predominate in the temperate, males in the hot and cold zones. Even the amount of rainfall has an apparent influence on the ratio of the sexes, arid regions having more males, wet regions more females. The cause is probably the scarcity of food in dry countries. "The most striking result of these statistics is, however, the great total excess of males, which far exceeds the excess of females in Europe. But the superfluous woman of Europe will probably derive little consolation from the fact that five husbands—or nearly so—are waiting for her in the wilderness."—*Translation made for The Literary Digest.*

THE CRIME OF SLEEP.

HEAVY-LOADED SOLDIERS SENT TO DARTMOOR.

A home contemporary says:—One of his Majesty's prisons in this country are forty men who have committed no offence against the civil laws of the land, but who will shortly be transferred to Dartmoor, where they will serve terms of penal servitude in close association with common felons, life-long thieves, would-be murderers, or blackmailers. Recently some of these men were transferred from a local prison to Dartmoor, and while being transferred they were, no doubt by routine, chained to ordinary convicts, men who have committed social crimes against the community. The sentences of these forty men vary from three to ten years' penal servitude. Yet they are not common felons, like the men with whom they are to be lodged. The sole offence of which they have been convicted is that of sleeping when they should have been awake. They are soldiers, or perhaps they should now be called ex-soldiers, of the King, who fell asleep at the post of duty in South Africa. One of them is a young Volunteer of good family, sentenced to eight years' penal servitude for this offence. Many of the men have protested with tears that they fell asleep through exhaustion after a long day's toil. In the local prisons, to which these delinquent soldiers of the King are first taken on arriving in custody from South Africa, a proper distinction is drawn between the faulty soldier or erring Volunteer, and the off-condemned gaol-bird. They are kept apart, take exercise apart and wear different dress: The man who has fought for his country and then made a terrible blunder is not classed with the forger and the "moral degenerates." But in the convict prison the difference disappears. They are all convicts, the Volunteer included. The knowledge of this fact has already created intense indignation in the limited circle in which it has travelled. The War Office regards the treatment of its prisoners in this way as a regrettable incident which it cannot help. There have been, it is pleaded, so many military prisoners for various offences that the prison arrangements are pressed. Nevertheless, the War Office holds that it is necessary to make a severe example of men who sleep on duty. It is further suggested that men are not sentenced for long terms merely for sleeping on duty, and that if they are sentenced for more than two years they are dismissed from the Army with ignominy and cease to be soldiers. So the War Office washes its hands of responsibility. Against this, persons who are qualified to speak, assert that most of the soldiers who have been herded with convicts are serving sentences for being found asleep, and for nothing else. If they behave themselves in their convict

homes, these ex-soldiers will eventually be released on ticket-of-leave, like burglars. [We have, however, heard a different version of the sentences on these men, to the effect that they are undergoing terms of imprisonment not for sleeping on duty, but for having in various ways, aided and given information to the Boers.—*Ed. H.K.T.*]

NOTANDA.

CALENDAR.

Astronomical means based on fifteen years' observations to 1898.  
Barometer ..... 29.78  
Thermometer ..... 81.6  
Humidity ..... 83.0  
Rainfall ..... 14.210

TO-DAY.

WEATHER REPORT.  
On date at 10 a.m. On date at 4 p.m.  
Barometer ..... 29.78 29.69  
Temperature ..... 81 81  
Humidity ..... 78 83  
Rainfall ..... 0.41 —

TO-DAY.

Saturday, 13th July, 1901.  
Chinese—28th of 5th moon of 27th year of Kwang-su.  
Sun—Rises ..... 5hr. 24min.  
Sets ..... 6hr. 45min.  
Moon—Max. Declination N. 6hr. a.m.  
High water—Morning ..... 6hr. 18min.  
Afternoon ..... 6hr. 30min.  
Low water—Morning ..... 0hr. 00min.  
Afternoon ..... 1hr. 41min.

ANNIVERSARIES.

1635—The first English ship reached China.  
1875—The Imperial Tropic College, Foochow, opened.  
1898—Treaty of Berlin signed.  
1893—French gunboats fired upon by Siamese at Paknam.  
1896—Disturbances at Amoy: H.M.S. *Redpole* landed a party to protect foreigners.  
1897—Mr. Cecil Rhodes censured by the South African Committee.  
1899—Portuguese steamer *Taipung* held up on Canton river.

TO-MORROW.

Sunday, 14th July, 1901.  
Chinese—29th of 5th moon of 27th year of Kwang-su.  
Sun—Rises ..... 5hr. 24min.  
Sets ..... 6hr. 45min.  
Moon—Max. Declination N. 6hr. a.m.  
High water—Morning ..... 7hr. 13min.  
Afternoon ..... 6hr. 23min.  
Low water—Morning ..... 0hr. 12min.  
Afternoon ..... 2hr. 20min.

ANNIVERSARIES.

1834—Lord Napier and suite arrived in China.  
1895—Shimonoseki forts bombarded by the British, French and American squadrons.  
1890—Death of the Hon. A. Lister at Yokohama.  
1896—Li Hung-chang received by President Faure, and attempted assassination of the latter.  
1898—Santiago surrendered.  
1899—More trouble reported in Szechuen.  
1900—The Native City of Tientsin Captured by the Allied Forces.

AGENDA.

TO-DAY.

Cargo ex *Kaiow* subject to rent.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., 11 a.m., Evensong, 5.45 p.m.  
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.  
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.  
St. Francis Church, Wanchai:—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.  
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point:—Mass, 8 a.m.  
Westway Methodist Church:—S. services, 10.30 a.m. and 4.45 p.m.  
Union Church:—Services, 11 a.m. and 6 p.m.  
St. Peter's Church, West Point.

Sixth Sunday after Trinity (July 14th), Holy Communion, (7.30 a.m.).

Matins 11 a.m. Hymns 355, 376, 72 (S. H.) and 32 (S. H.).

Evensong (6.30 p.m.).

Hymns, 415, 392, 16 (S. H.) and 29 (S. H.).

The Mission Launch *Daypring* will visit the ships between 9.15 and 10.15 a.m. and between 5 and 6 p.m. (Kowloon, 10.30 and 6.00) returning after service. The "answering pennant" may be hoisted.

(About)—C. N. Co.'s steamer *Taiwan* leaves for Manila.

C. N. Co.'s steamer *Taiwan* leaves for Australia.

O. S. K. Co.'s steamer *Daigi Maru* leaves for Tamsui via Swatow and Amoy.

Daylight:—The steamer *Hindustan* leaves for Kobe and Yokohama.

MONDAY, 15th.

(About)—N. Y. L. steamer *Arara* leaves for New York via Suez Canal.

TUESDAY, 16th.

3 p.m.—I. C. S. steamer *Suisang* leaves for Singapore, Penang and Calcutta.

SHIPPING CAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

July 1st.

Captain Merles, formerly of the *Hoihow*, has been appointed captain of the *Hanoi*.

Captain Merles, Jun, formerly captain of the *Hanoi*, is appointed to the *Hoihow* in the same capacity.

Captain Anderson has been appointed to the command of the *Hanoi*.

Mr. Rodger, formerly 2nd officer s.s. *Diamante* has gone home, and will return as chief officer of one of Messrs. Shearman's new steamers.

Mr. Fraser, 3rd officer, *Diamante*, has been promoted 2nd officer of the *Diamante*.

Mr. F. Turner has been appointed 3rd officer of the same ship.

Mr. Swanton is appointed 3rd officer of the *Bemarda*.

Mr. Arthur Noley is appointed chief officer of the s.s. *Diamante*.

July 3rd.

Mr. C. Westerland, chief officer of the *Hoihow*, is transferred to the same post on the *Hanoi*.

Mr. Rüch, chief engineer of the *Stam*, has been relieved by Mr. Remy.

July 8th.

Mr. J. H. Hutchings, 2nd officer of the *Glenlogan*, is promoted chief officer of the *Glenlogie*.

July 9th.

Mr. W. G. Elder, late 3rd engineer, *Taisang*, has been transferred to the *Yiksang*.

Mr. J. Smart, acting 3rd engineer, *Yiksang*, has signed off.

Mr. Thomas Evans, 2nd officer, *Esung*, is transferred to the *Latsang*.

Mr. G. C. Purton, late 2nd officer, *Wingsang*, has been transferred to the *Esung*.

Mr. J. Douglas, from leave, has gone and engineer, *Taisang*.

Mr. H. Culbertson, 2nd engineer, *Taisang*, is awaiting orders.

Mr. P. H. Cowan, chief officer, *Chungking*, is transferred to the *Shengkung*.

Captain P. Garriock, late *Paoting*, is transferred to the *Hoihow*.

Captain L. Dawson, *Hoihow*, is transferred to the *Kuanyang*.

Mr. A. McColl, late acting 2nd engineer, *Shang*, is transferred 3rd engineer, *Tamsui*.

Mr. W. H. Arnold, 3rd engineer, *Tamsui*, is on leave.

July 10th.

Mr. Smallbrook is promoted from 3rd to 2nd officer of the *Faiching*.

Mr. Daniel has gone 2nd officer of the *Hailong*.

Mr. W. S. Burrows is temporarily sailing as 2nd officer of the *Thales*, and then goes chief officer of the *Hailan*.

Mr. R. A. Mulsave is appointed 2nd engineer of the *Thales*.

July 12th.

Mr. E. B. Hayes is transferred from the *Hunan* as chief officer to the *Wahpang*.

Mr. T. Davies is transferred from s.s. *Hoihow* as 2nd officer of the *Whampoa*.

July 13th.

Mr. H. Coughlan, 2nd officer of the *Indranti*, is transferred to the *Indravelli*.

Mr. Firth, R.N.R. sails as 2nd officer of the *Indranti*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Gaelic*) to-morrow.

French (*Bisio Maru*) 15th instant.

Australian (*Cultrio*) 16th instant.

Indian (*Arratoon Apar*) 16th instant.

American (*Hongkong Maru*) 20th instant.

German (*Konig Albert*) 23rd instant.

American (*China*) 27th instant.

Canadian (*Empress of China*) 30th instant.

American (*Doric*) 7th prox.

The Glen Line steamer *Guthrie* from Sydney left Manila to-day for this port.

The H. A. L. steamer *Sithonia* from Hamburg, left Singapore for this port yesterday, and may be expected here on or about the 17th inst.

The Imperial German Mail steamer *Hamburg* which left here on the 13th ult., arrived at Genoa on Friday p.m. the 12th inst.

The N. Y. K. Co.'s steamer *Kagoshima Maru* (Bombay Line) left Shimonoseki for this port on the 12th inst. a.m. and is expected to arrive here on the 17th inst.

The Imperial German Mail steamer *Konig Albert* carrying the German Mails with dates from Berlin of the 24th ult., left Colombo to-day the 13th inst. a.m. and may be expected here on or about Tuesday, the 23rd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Union ..... at Kowloon Doel.

Shan ..... " " "

Hollwood ..... " " "

Nanshan ..... " " "

Sungking ..... " " "

Colonias ..... Cosmopolitum

Suisang ..... Aberdeen

PASSED THE CANAL.

Outward:—11th June—*Kailow, Kongberg, St. Irene, Erschberg, Franz, Ferdinand, Erica, Glenlogan, Glenroy*. 14th June—*Bamberg, Patroclus, Ernest Simons*. 18th June—*Antenor, Indus, Awa Maru*. 21st June—*Bingo Maru, Ederton*. 25th June—*Mogul, Neckar*. 28th June—*Benvenia, Stentor, Saxonia, Alexandria*. 2nd July—*Bombay, China, Suertia, Konig Albert, Coele, Salfordina*. 5th July—*Oceanic, Albatros, Tamba Maru, Tamas, Segura*. 9th July—*Glenlogan, Glenroy, Marilla, Sibira, Spithead, Incarnat, Warrior*. 10th July—*Pisa*.

Homeward:—18th June—*Stuttgart, Banca, Dresden, Batavia, Meridian, Oceano, Sihanika*. 25th June—*Canton, Prussien, Sibira*. 2nd July—*Calcutta, Canton, Laos, Inaba Maru*. 5th July—*Afridi*. 9th July—*Hamburg*.

Arrivals at Home:—25th June—*Ascania, Awa Maru, Kongberg, Harburg*. 28th June—*Wilhelms, Antenor*. 1st July—*Bamberg, Dordogne, Prussien, Pyrrhus*. 5th July—*Ritond Castle*. 9th July—*Ceylon, Inaba Maru, Laos*.

Shipping.

HAIOONG, British steamer, 783, H. Bathurst, 12th July, Aliphong, 10th July, and Hoihow 11th, Rice—Order.

CHOWFA, German steamer, 1055, A. Musing, 12th July, Bangkok, 6th July, Rice—Butterfield & Swire.

KWANG LEE, British steamer, 1,467, R. Lincoln, 13th July, Canton, 12th July, General—C. M. S. N. Co.

INDRANTI, British steamer, 3,225, R. N. Hill, 12th July, Foochow and Amoy, 11th July, General—Jardine, Matheson & Co.



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                     | DESTINATIONS.   | SAILING DATES.                   |
|-------------------------------|---|----------------------------------|
| HIROSHIMA MARU<br>T. Mura     | MOJI, KOBE and YOKOHAMA   | TUESDAY, 16th July, at Noon.     |
| BINGO MARU<br>F. Davies       | KOBE and YOKOHAMA   | FRIDAY, 19th July, at Daylight.  |
| KAGOSHIMA MARU<br>K. Kori     | BOMBAY, via SINGAPORE and COLOMBO   | FRIDAY, 19th July, at Noon.      |
| KASUGA MARU<br>H. Fraser      | NAGASAKI, KOBE and YOKOHAMA   | FRIDAY, 19th July, at Noon.      |
| KANAGAWA MARU<br>J. MacKenzie | MARSEILLES, LONDON, KANT-WEHR, via SINGAPORE, PERANG, COLOMBO and PORT SAID | FRIDAY, 26th July, at Daylight.  |
| YAWATA MARU<br>A. E. Moses    | SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE    | FRIDAY, 26th July, at 4 P.M.     |
| KINSHU MARU<br>F. J. Horton   | VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA   | MONDAY, 29th July, at 4 P.M.     |
| TAMBA MARU<br>J. W. Wale      | KOBE and YOKOHAMA   | FRIDAY, 2nd August, at Daylight. |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 9th July, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

## THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sea and Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 4th July, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAPURA" will be despatched for PORTLAND (OR.) on MONDAY, the 15th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

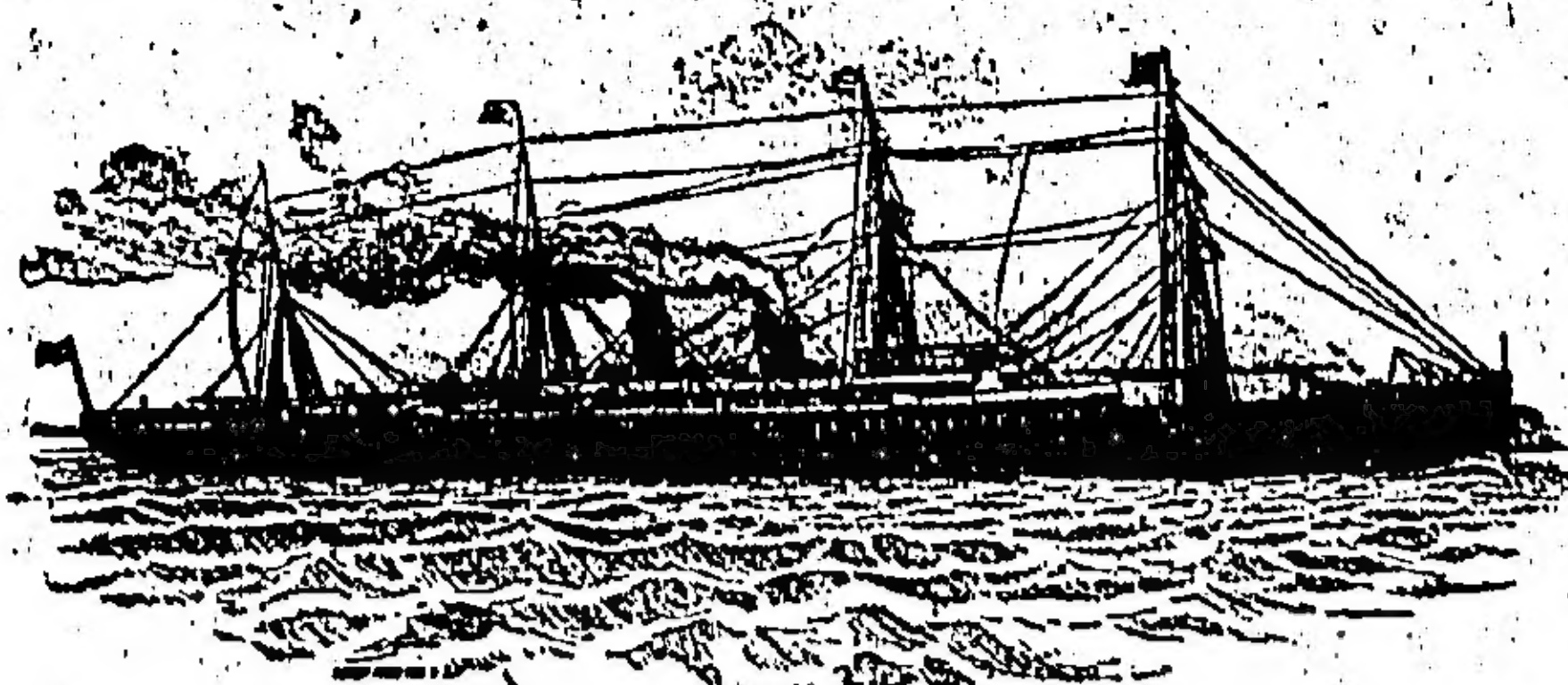
For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent.

or to SHEWAN TOMES & CO. Agents.

Hongkong, 12th July, 1901.

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

|                  |                                   |
|------------------|-----------------------------------|
| "GAELIC"         | TUESDAY, 23rd July, at Noon.      |
| "CHINA"          | TUESDAY, 6th August, at Noon.     |
| "DORIC"          | THURSDAY, 15th August, at Noon.   |
| "PERU"           | SATURDAY, 31st August, at Noon.   |
| "COPTIC"         | TUESDAY, 10th September, at Noon. |
| "CITY OF PEKING" | TUESDAY, 24th September, at Noon. |

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

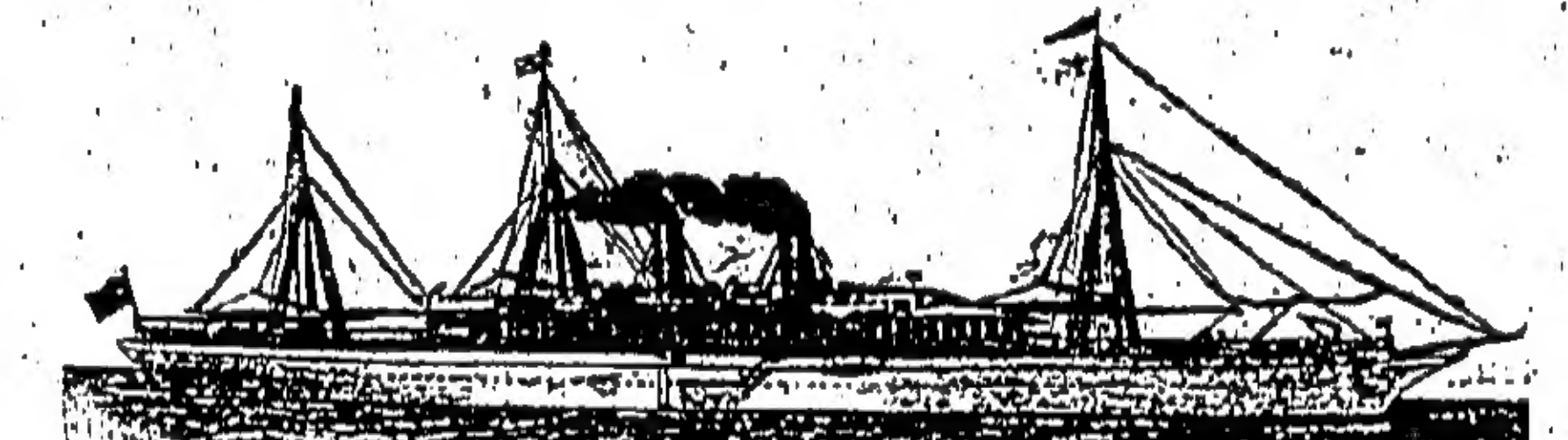
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

|  |                         |
|--|-------------------------|
| EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.       | WEDNESDAY, 17th July.   |
| EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.   | WEDNESDAY, 7th August.  |
| EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. | WEDNESDAY, 28th August. |

THE magnificent Twin-screw Steamships of this line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

## HAMBURG-AMERIKA LINE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

| STEAMERS.              | DESTINATIONS.   | SAILING DATES.       |
|------------------------|---|----------------------|
| WUERZBURG<br>Schneider | HAVRE and HAMBURG.<br>(Calling at SINGAPORE and PENANG.)  | 26th July. Freight.  |
| ACILIA<br>v. Döhren    | HAVRE and HAMBURG.<br>(Calling at SINGAPORE and COLOMBO.) | 9th August. Freight. |

For further Particulars, apply to

HAMBURG-AMERIKA LINE.

HONGKONG OFFICE,  
No. 1, Queen's Buildings.  
Hongkong, 13th June, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

| FOR  | STEAMERS.   | TO SAIL.      |
|--|-------------|---------------|
| NINGPO and SHANGHAI  | "WHANPOA"   | 19th instant. |
| ILOILO and CEBU  | "CHINKIANG" | 21st instant. |
| MANILA   | "TAIWAN"    | 14th instant. |
| MANILA   | "TSINAN"    | 27th instant. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "TAIWAN"    | 14th instant. |
|  | "TSINAN"    | 27th instant. |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th July, 1901.

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.

| FROM                  | STEAMERS.   | TO SAIL.    |
|-----------------------|-------------|-------------|
| GLASGOW and LIVERPOOL | "STENTOR"   | 23rd July.  |
| "                     | "IDOMENEUS" | 7th August. |

HOMEWARDS.

| FOR                            | STEAMERS.   | TO SAIL.       |
|--------------------------------|-------------|----------------|
| LONDON                         | "ALCIBIOUS" | 23rd July.     |
| "                              | "DEUCALION" | 6th August.    |
| "                              | "PELEUS"    | 20th August.   |
| LIVERPOOL (DIRECT)             | "STENTOR"   | 3rd September. |
| (Taking Cargo at LONDON RATES) | "GLAUCUS"   | 18th July.     |
|                                | "PATROCLUS" | 15th August.   |

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 9th July, 1901.

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, TO-MORROW, the 14th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th July, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG," Captain E. J. Tadd, will be despatched as above on TUESDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 9th July, 1901.

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd July, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE," Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st July, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, "Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th June, 1901.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW," Tons 3,920. Commander G. A. Rodway is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

FOR KOBE AND YOKOHAMA.

THE Steamship

"HINDUSTAN," Captain Williams, will be despatched for the above Ports, TO-MORROW, the 14th instant, at Daylight.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 13th July, 1901.

## FOR CALCUTTA (DIRECT) VIA SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ," Captain Fuchs, will be despatched for the above Ports, on FRIDAY, the 19th instant, at Noon.

For Freight and further Particulars, apply to HAMBURG-AMERIKA LINE, Hongkong Office, Queen's Buildings, No. 1.

Hongkong, 8th July, 1901.

## SHEWAN, TOMES &amp; CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 15th August.

To be followed by the S.S. "ATAKA," on or about 15th September.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th July, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK," Sails from Seattle about the 10th of July; "CHINGW," Sails from Seattle about the 24th of July; "HYSON," Sails from Seattle about the 10th of August; "KAISOW," Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & Co., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1901.

## SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A. I. L. American ship

"I. F. CHAPMAN," shortly expected here from KOBE, will load for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co. Agents.

Hongkong, 2nd July, 1901.

## FOR NEW YORK.

THE 3/4 A. I. L. American ship

"MANUEL LLAGUNA," will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co. Agents.

Hongkong, 8th July, 1901.

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition, and for Volgrander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 14 & 15, Queen's Road Central.



**Insurances.**  
**"L'UNION"**  
**FIRE INSURANCE COMPANY, LD.**  
 (Established 1828).

**FIRE INSURANCE COMPANY, LD.**  
(Established 1828).

**THE** Undersigned, having been appointed  
**GENERAL AGENT** for the above  
Company, is prepared to **ACCEPT RISKS**  
at current rates.  
Claims settled direct without reference to the  
Head Office.

A. R. MARTY,  
Agent.

Hongkong, 5th July, 1901. [712c

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**NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.**

**THE** Undersigned **AGENTS** of the above  
Company are prepared to accept First  
Class **FOREIGN AND CHINESE RISKS** at  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1901. [710

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**Notice of Firm.**

**CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.**

**THE** Undersigned has To-day **RESUMED  
CHARGE OF THE HONGKONG BRANCH.**  
By Order,  
T. H. WHITEHEAD.  
Hongkong, 8th July, 1901. [737c

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**To be Let.**

**TO LET.**  
Possession, August 1st.

**THE GODOWN** in WEST POINT, (Kennedy  
town), known as Feather Factory, now  
occupied by the Hongkong and Kowloon  
Wharf and Godown Co., Limited.  
For particulars, apply to  
**LAUTS, WEGENER & CO.**  
Hongkong, 11th July, 1901. [735c

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**TO LET.**  
POSSESSION APRIL 1ST.

**1. STEWART TERRACE.**  
Apply to  
I. W. NOBLE.

Hongkong, 6th March, 1901. [297c]

TO LET.

**G**ODOWN—No. 5A, DUDELL STREET.

Apply to  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.**  
Hongkong, 4th July, 1901. [799c]

**Consignees.**

**NOTICE TO CONSIGNEES.**

**"GLEN" LINE OF STEAMERS.**

**FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS...**

**T**HE Steamship

**"GLENROY"**

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 14th instant, will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

• **MCGREGOR BROS. & GOW.**  
Hongkong, 8th July, 1901. [794c]

**NOTICE TO CONSIGNEES.**

**"GLEN" LINE OF STEAMERS.**

**FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.**

**T**HE Steamship

**"GLENLOGAN,"**

having arrived from the above Port, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark,

Goods are landed.  
Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.  
Goods not cleared by the 14th instant, will be subject to rent.  
No Fire Insurance has been effected.  
All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.  
MCGREGOR BROS. & GOW.  
Hongkong, 8th July, 1901. (7176)

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP "GLENESK,"**  
**FROM TACOMA, VICTORIA, YOKO-**  
**HAMA, KOBE, MOJI AND**  
**SHANGHAI.**

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

**"DODWELL & Co., LIMITED,"**  
Agents.  
Hongkong, 10th July, 1901.

**NOTICE**

**NOT RESPONSIBLE FOR DEBTS.**

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—  
**SEA WITCH, American ship, Howes.—Master, ADOLPH ORBIG, American ship, Amesbury.—**  
Standard Oil Co.

[illegible]



EXCHANGE

Photograph Company, Limited, at the Printing Office of the Company, No. 50, Queen's Road Central, in the City of Victoria, Hongkong.